

IN THE CLAIMS:**(Version with markings to show changes made)**

claim 1:

A method for collecting vehicular related fees wherein:

one or more I.D. code identifiers are placed on [and/or about] a vehicle, said identifiers corresponding to a series of unique characteristics associated with [the] a vehicle and one or more desired set of [characteristics and/or] data, wherein[,] each [I.D.] identifier may be identified for data retrieval [and/or], recording, [and/or] and storing when positioned in proximity to an I.D. reader[s(or code readers)], wherein said I.D. [(code)] readers may be aligned to track [and/or trace] a variety of information relative to the existence of one or [of] more identifiers wherein said I.D. [(code)] reader[s] include the collection of desired data relative to the proximity of said identifiers to said [identifier] I.D. reader[s]; wherein said I.D. readers are on a manned scooter.

claim 2:

A method [and system] for collecting road-use fees comprising:

one or more passive signaling devices aligned to the vehicle so as to identify [the] a road-use fee for [such a] the vehicle, said signaling device to include a unique numeric or alpha numeric, or other unique identifying feature, or code, associated with [with] a registered owner of the vehicle, said passive signaling devices positioned in desired proximity to record and monitor road-use, [said] wherein monitors comprising a mechanism capable of recording [and/or] and documenting the existence, proximity, duration, [and/or] and other desired monitoring of events, from a desired position, the [system] method of which results in the monitoring and processing of the data.

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claim 3:

A [System and] method for collecting vehicle fees wherein;

vehicles are aligned with readable identification means [(passive or active)] while
said vehicles are moving or still;

wherein, a capturing means are aligned to track and process [the] a unique I.D.
means within a proximity [and/or] and condition desired to be monitored;

wherein, the collected information provides a mechanism to allow [the] a
charging of vehicle related road-use fees as desired;

wherein the capturing means is on a manned scooter.

BEST AVAILABLE COPY**REMARKS:**

1. It is respectfully noted that formal drawings will be required when the application is allowed. Such drawings are now being prepared by a professional drafts person.
2. The current application is new and novel over Riskin (4,555,618), Takikita (US 6,252,254) and all other cited prior art. Riskin (618) teaches a means for collecting highway tolls and requires vehicle movement at a toll plaza. (See Col 2, line 3: "...speed up flow at toll plaza...") The instant application teaches the elimination of toll plazas and fairly, and passively, distributes road use fees to all vehicles-- vehicles that are moving and vehicles that are stationary by use of readers and capturing means on manned scooters. Riskin does not use readers or capturing means on manned scooters or on any other moving devices. Also, at Col., 3 line 21, Riskin explains the intention of the '618 patent, namely, the extending of credit. In fact, each and every component of the '618 patent depends on a credit relationship while the instant invention does not rely on any credit relationship. The instant applicant teaches a new and improved system where no toll plazas are necessary while Riskin requires one in '618 (see Col., line 24).
3. Riskin, at Col 3, line 51, speaks of credit blocking by use of a "bad list." This is not contemplated, nor endorsed by the applicant here. The instant application provides for a fair distribution of costs and a credit-free, passive collection. In addition, the applicant here provides for a method of payment- if so desired by a municipality- for all vehicles' use of any particular roads. Importantly, this includes stationary vehicles and those existent on "non-tollbooth" roads, by use of readers and capturing means on manned scooters. Riskin does not contemplate such a method.

4. The instant patent provides an improved system of vehicle monitoring, based alone on the presence of the vehicle-- of moving and stationary vehicles. With the instant invention, a person who never travels a "toll" type roadway still pays his fair share of the use of ALL roads, and, should a municipality chose, fees can be fairly charged to everyone. All presented prior art is dependant on toll booths while the instant application does not require costly, permanently fixed, and arbitrary toll plazas. The instant application not only tracks road use for funding, wear and tear, analysis, etc., it provides data for motor vehicle control, urban planning studies involving parking, and road expansion needs.

5. The pending application does not rely on toll booths and more fairly spreads the costs associated with all vehicles' use of roadways. It is respectfully submitted that the pending application is new and novel, and not anticipated by Riskin. Truly, the new and novel feature of the instant invention is above and beyond fixed-design specifications, as all municipalities may chose whether to charge a vehicle or not, and not just because the vehicle is moving (as through a toll booth). The instant invention allows, for example, parked vehicles to pay their fair share of a road's use even if no toll booths are present. With the instant application vehicles which by-pass toll booths will pay their fair share of costs. And most importantly, the overall cost to all vehicles will be fair and more economical.

6. The application here is also new and novel over Takikita (US 6,252,524) which relies on the "sending and receiving" of data (at claim one, line 15). The instant application speaks of a one-way passive relay of data which is more economical and practical. Also, Takikita relies on vehicle-mounted units to be installed on each and every vehicle. This is extremely costly. The applicant here speaks of a limited and

manageable number of vehicles equipped with capturing means to retrieve passive and unique I.D. to collect data and fees. Also, Takikita demands activity of the driver in respect to the card-reader and deceleration display which is dangerous. No distraction is suggested, or necessary, in the instant application.

7. The instant application is new and novel over prior art in that the application provides for a universally fair and passive road use fee system by use of readers and capturing means on manned scooters or other anticipated reader means. For all the above reasons, the applicant submits that the current application as new, novel, unobvious and patentable over prior art.

It is respectfully requested that the instant response and requests be fully considered.

Respectfully submitted,



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